

January 30, 1918

THE ILLUSTRATED WAR NEWS
FEBRUARY 6, 1918.

EACH NUMBER COMPLETE IN ITSELF.

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WAR NEWS

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AND TELEGRAPH
WIRES UNDERGROUND.



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The Illustrated War News



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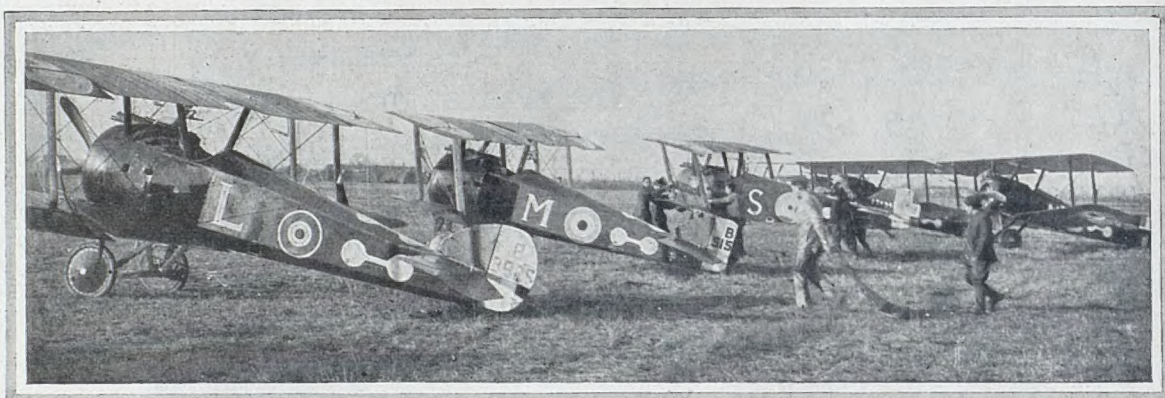
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THE GREAT WAR.

THE PROBLEM OF THE GERMAN STRIKERS—INCIDENTS ON THE WESTERN FRONT—
FRENCH ATTACK AND DEFENCE—LONDON AIR-RAIDS—"AERIAL NAVIES BATTLING"—
"AVANTI ANCORA ITALIA."

WHILE the armed contest presented few features of major interest, except on the Italian front, the internal affairs of the nations at war held many points of significance. The speeches of Count Hertling and Count Czernin afforded unmistakable proof of the temper

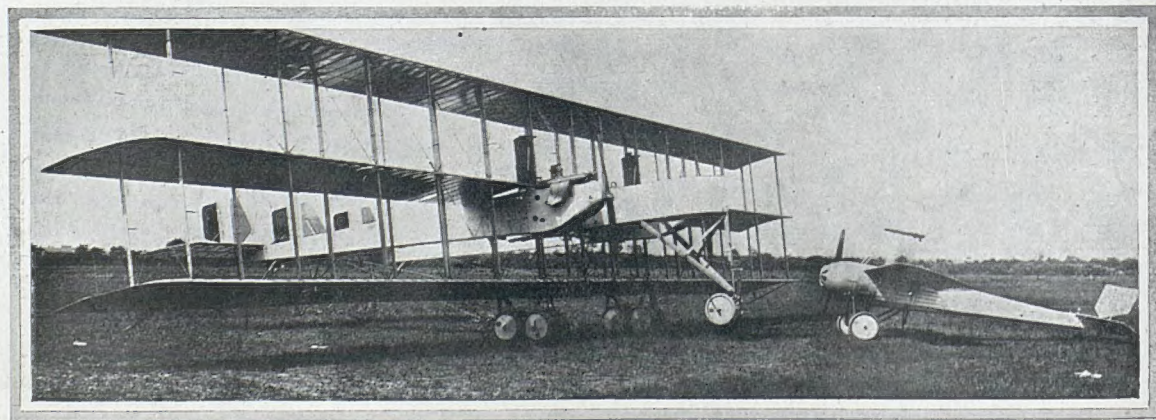
again raised the question—"Will the overthrow of Kaiserism come from without or from within?" The external forces are strong enough to gain their end, in time. Recently, however, considerations—upon which it would be unwise to build prematurely—developed with startling rapidity,



BRITISH AIRCRAFT WHOSE FIGHTING CAPACITY THE AUSTRIANS KNOW: PLANES WITH GENERAL PLUMER'S ARMY IN ITALY LINED UP.—[Official Photograph.]

which governs the Central Powers. The German Imperial Chancellor's truculence was, it is true, in some contrast to the more moderate tone of Austria with regard to President Wilson's peace terms, but the disparity was easily accounted for by the individual necessities of the two Empires, and, fundamentally, both speeches bore the marks of a common origin. Count Hertling, at any rate, gave the Allies a useful object-lesson in the need for meeting force with force, for the military party in Germany is irreconcilable. Towards the methods of Potsdam there can be no slackening, with safety. Yet the events of the past few days

and there were at least indications, if nothing more, that the drilled and policed ranks of German industry had dared, to a degree hitherto unknown, to risk self-assertion in the face of their masters. But it is safe to take the German strikes, for the present, with many grains of salt. Strikes might be tolerated, if not engineered, by the authorities to induce revolt in Allied countries to Germany's advantage. Latest reports, at the time of writing, said that a million workmen were out. If that were true, then possibly the affair might have some glimmering of national purpose beyond the control of wire-pullers in high places. At home,



TYPES OF ITALIAN AIRCRAFT AT THE FRONT: A. CAPRONI TRIPLANE READY TO GO UP, AND A SMALL-SIZE SCOUTING MONOPLANE.—[Photograph by C.N.]

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the Engineers' sinister resolutions do not necessarily represent the temper of the most responsible Labour men. Not thus did Mr. Purdy talk, Mr Henderson warned Labour generally, and the A.S.E. in particular, of the grave dangers of disaffection.

On the Western front, the most important movement was a further extension of the British front. The prolongation, which is towards a point slightly south of St. Quentin, was carried out quietly during the period of comparative calm due to the adverse weather. It was effected during the period covered by our last article, but was not made known until a day or two later. So successfully had the movement been screened that the Germans were not aware of it until they made an attack, as they believed on the French, only to find themselves confronted and driven off by the British.

Otherwise, the news contained nothing of special remark. On the 27th the enemy's guns were active about Ribecourt, and the previous night a raid south of Lens had been repulsed with loss. On the night of the 27th the Germans raided an advanced British post south-east of Langemarck, and took off three of our men; north-west of St. Quentin, at Le Verguier, a hostile reconnaissance was dispersed by our rifle-fire; and about Cambrai, to the north of Lens,

Monchy-le-Preux. Barrage fire disposed of an attempt to raid a British post on the Scarpe, and the attacking party retired without entering our trenches. Enemy gun-fire about Arras and Ypres



ON THE BRITISH WESTERN FRONT IN FRANCE: THE ONLY SHOP LEFT IN A BOMBARDED VILLAGE CLOSE BEHIND THE BATTLE-LINE; AND SOLDIER-CUSTOMERS.—[Official Photograph.]

was the only other incident worthy of remark during the same twenty-four hours. On the 30th, one of our patrols fought a successful little action. Attacking an enemy post north-east of Havrincourt, the British killed and captured many of the enemy garrison. The Germans suffered also in patrol encounters near Bullecourt, where a

machine-gun fell into our hands. The day closed with enemy gun-fire of greater severity than has been the rule lately, near Epehy and Havrincourt and east of Polygon Wood. On the 31st, only various patrol actions and hostile gun-fire on the Arras-Cambrai front were reported. Yet all these "minor" affairs mean stiff work for our boys out there. Bombing of enemy railways, dumps, billets, and aerodromes continued as the weather served. On Feb. 1 a day's bag of nine enemy aeroplanes was announced.

The Supreme War Council of the Allies, at its meetings at Versailles, found itself in complete agreement on all military questions affecting Britain, France, and Italy.

The course of hostilities on the French front followed a similar course during the same period. On the Aisne raids were repulsed; at Verdun there was fair activity by both artilleries in the Verdun region, where an enemy raid on Caurières met with no success. The Verdun region also saw lively artillery work. French airmen again bombed



ON THE BRITISH FRONT IN FRANCE: HIGHLANDERS REBUILDING A DUG-OUT AFTER IT HAD BEEN BLOWN UP BY A SHELL.—[Official Photograph.]

and near Passchendaele the German guns opened on various points. On the 28th there was further artillery fire on our positions at Havrincourt and north-west of Ypres. But the day generally was uneventful. The 29th saw an enemy raid driven off east of Vimy, at Arleux-en-Gohelle. At the same time the enemy's gun-fire became intense at

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Thionville, Freiburg (Breisgau), Ludwigshafen, and the cantonments of Longuyon. On the 28th some prisoners and a machine-gun, fell to our Allies in Champagne; while they averted a *coup-de-main* in the Vosges, near La Fontenelle. Brisk shelling was exchanged near Hartmannsweilerkopf. At Seppois le Haut, in Upper Alsace, on the 29th, French detachments destroyed dug-outs and took prisoners, and an enemy attempt on small French posts at Schönholz came to nothing. During the week further feats of French aviators put to their credit one aeroplane destroyed and three damaged. They also bombed the stations at Conflans, and aerodromes and factories around St. Privat. The enemy reports for the same period made special mention of the French flame-throwers in trench actions. On the 31st our Allies bombed Thiaucourt Station, and started a great fire.

The season of the last full moon brought its expected series of air-raids on what is called "the Home Front." After various abortive approaches of which London heard nothing, a warning was at length issued about eight o'clock on the evening of Jan. 28. Some fifteen enemy machines crossed the Essex and Kent coast and headed for London, but not more than five got through the barrage and dropped bombs. Our aviators engaged the enemy in the air, and seventy British aeroplanes are said to have gone up to attack and defend. At 12.30 a further heavy attack was delivered, but only one machine reached the capital. The casualties were 47 killed and 169 injured. With the exception of one person killed and seven injured, all these casualties occurred in the London area. The raiders did not escape scot-

free. After an exciting chase and fight, one machine was brought down in flames in Essex by Captain C. H. Hackwill and Second Lieutenant C. Banks, both of the Royal Flying Corps. The three men on board the enemy machine perished. On the following night, about 9.30, raiding aeroplanes again crossed the coast. Between 10 and 12.30 p.m. a single machine reached the London

area and dropped bombs in the south-western district. The rest were all turned back. Both branches of the air-defence, the aviators and the anti-aircraft gunners, have given increasing proofs of their skill and efficiency. Attack by aeroplane is far more serious than that by Zeppelin, but the enemy's success is on a descending scale.

A later report, strictly belonging to the period reviewed last week, announced the further heavy bombing of Thionville, Treves, and Mannheim. On the 30th, four enemy squadrons bombed Paris; 45 persons were killed, and over 200 injured. Two hospitals were hit.

Italy, refreshed and re-armed, began a great action on the east of the Asiago Plateau, and continued the fight with the capture of the Col del Rosso and the Col d'Echelle, until on the 29th they seized the positions west of the Frenzola

Valley, the success culminating on Monte Val Bella. The enemy suffered very heavily in casualties. He also lost 100 officers and 2500 other ranks prisoners, 6 heavy guns, 100 trench-mortars, thousands of small arms, and a great quantity of stores. The enemy admitted the loss of the

positions in question. On the 31st the Italians improved their position north-east of the Col del Rosso. Their air work continued to yield excellent results.

LONDON: FEB. 2, 1918.



ON THE BRITISH WESTERN FRONT IN NORTHERN FRANCE: HELPING A BROTHER-OFFICER WHILE IN DIFFICULTIES IN ATTEMPTING A SHORT CUT ACROSS A MUD PATCH.—[Official Photograph.]



ON THE WESTERN FRONT NEAR SOUCHEZ: PRINCE ARTHUR OF CONNAUGHT WITH FRENCH GENERALS AND CANADIAN OFFICERS INSPECTING A BATTLEFIELD. Canadian War Records.



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With the Army in Mesopotamia.



IN THE DESERT: PART OF THE RUINS OF WHAT IS LOCALLY CALLED "THE KHALIF'S HOUSE."

The desert in Mesopotamia, the sandy, sterile wastes that extend between the Tigris and Euphrates, holds many secrets of former-day civilisation. In the far-off ages of Nineveh and Babylon, the greater part of the country, now like the Sahara, was under cultivation, irrigated and densely populated by peoples who, in their cities and towns, as it is, of course, common knowledge, had attained

to a very high degree of civilisation and of luxury. Arab and Saracen, Persian and Turkish conquerors at various epochs have swept over the face of the land, but, as exploration work after the war can hardly fail to show in due time, numerous now desert-sand-covered remains, dating from Assyrian and Babylonian times, will be brought to the light of day again.

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With the Navy at Sea.

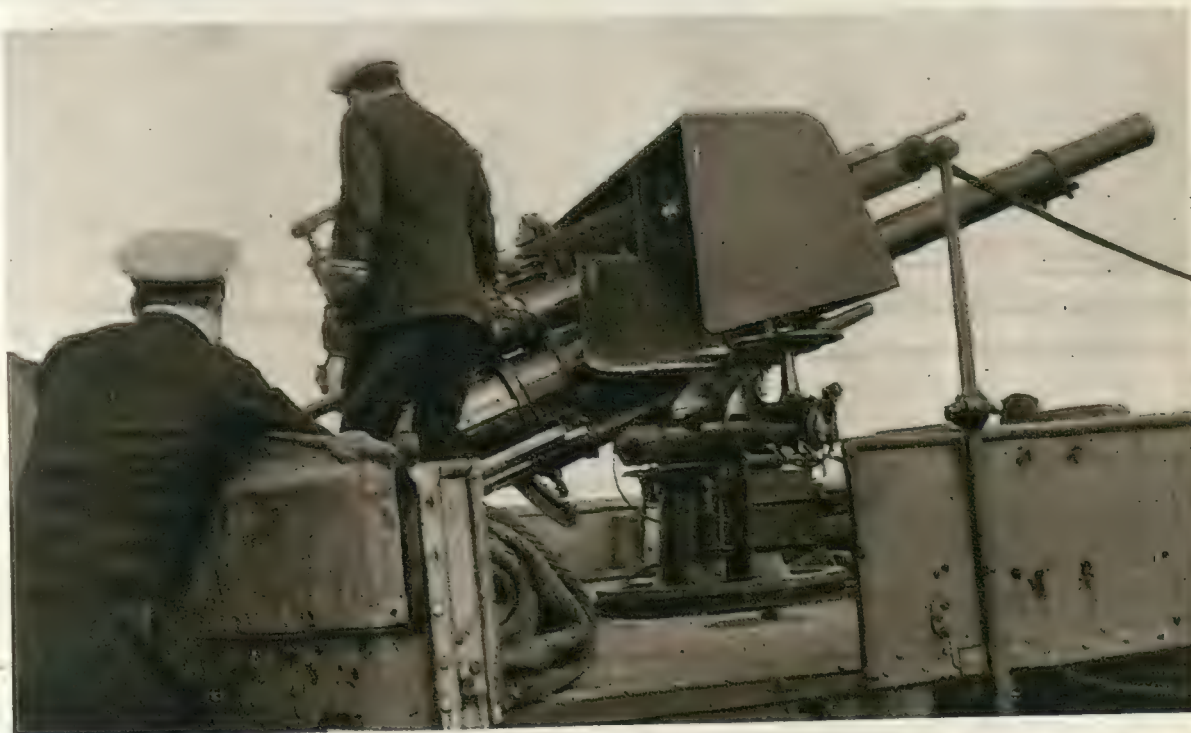


SEEN FROM A RESCUING DESTROYER—A TORPEDOED LINER: SINKING; GONE—THE LAST SMOKE.

Two exceptionally interesting sea scenes are shown on this page: photographs of a torpedoed ship, as sighted from the deck of a destroyer while the latter is racing through the water to rescue those on board, or get at the U-boat, at a speed of between thirty and forty miles an hour—an average pace at full speed for a destroyer. In the upper illustration, the stricken liner is seen on

the horizon sinking by the stern, and with a heavy list. The stern and half the after-end of the ship are already submerged. The second photograph shows the coming of the end for the torpedoed ship: the final up-pouring of steam and smoke as the hull goes under, and the intruding sea reaches the furnaces and stokehold—a scene at once picturesque and tragic.

With the Navy on Active Service.



IN PORT: A DIVER DESCENDING TO EXAMINE A PROPELLER; A DEFECTIVE GUN-MOUNTING.

Ships' propellers are exposed to damage at all times at sea, and the contributory causes are many and various. Two of the most common, perhaps, are damage resulting from propellers coming into contact with or "fouling," solid wreckage floating invisible beneath the surface, or from such misadventures as a vessel's grounding. On getting off into deep water, if anything is wrong with the

propellers, it soon makes itself apparent to the engine-room watch, and the vessel has to heave-to, and the ship's diver be lowered to examine and report. Serious damage is mostly repaired with appliances available in port, often without the ship docking. In the lower illustration a defective light-gun mounting is shown, with the gun and casemate-shield lifted for repairs.

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"Optimistic and Confident": Canadian Repairing



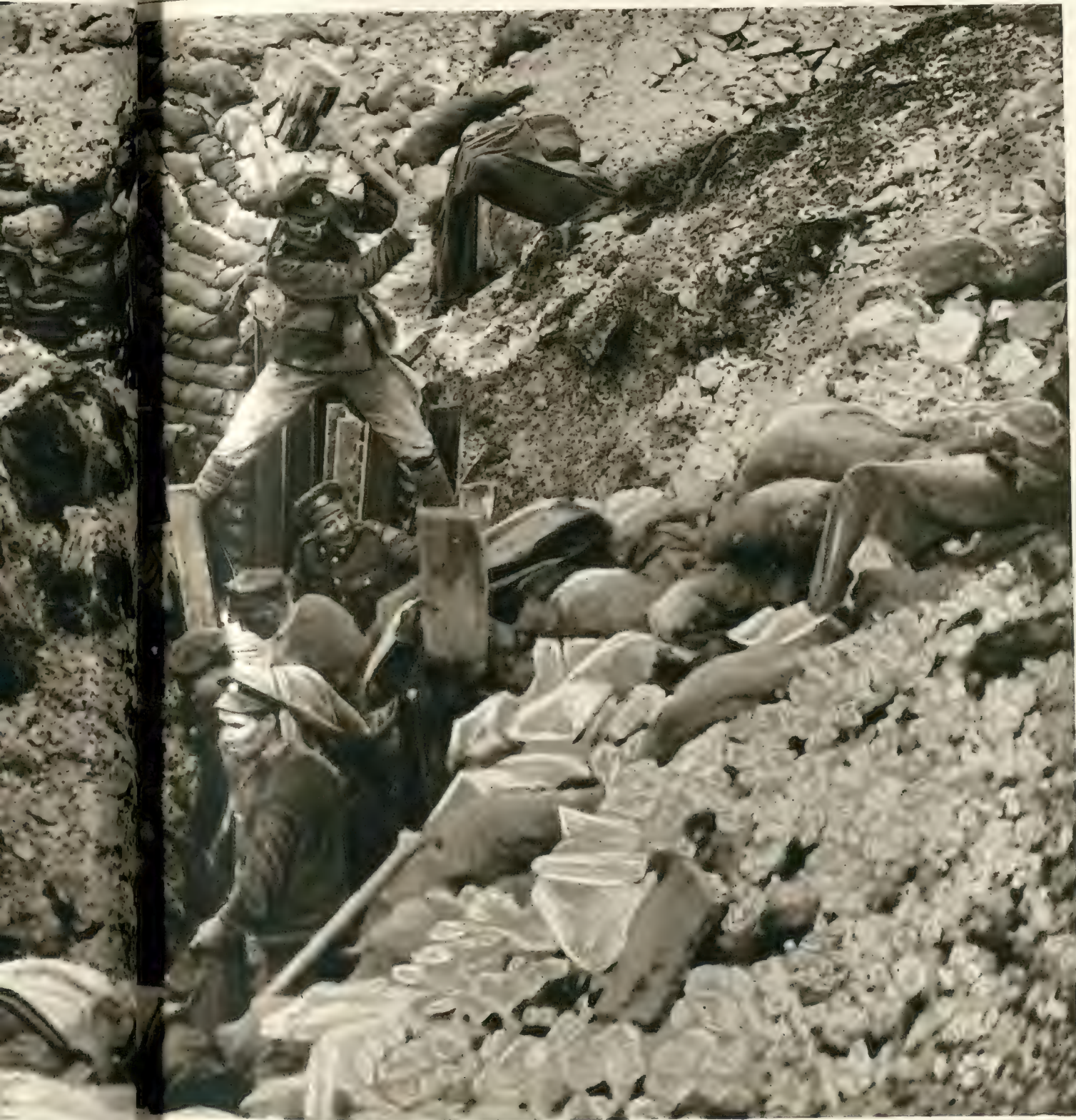
IN THE CANADIAN TRENCHES NEAR LENS: MEN VIGOROUSLY ENGAGED

The unflagging and undaunted spirit of the Canadian troops greatly impressed the Dominion's Minister of Oversea Military Forces, Sir Edward Kemp, when he recently visited their trenches on the Western Front. "I found the Canadians," he told the Canada Club in London the other day, "optimistic and confident. There seemed to be no doubt in their minds, and I

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believe, as they believe, that the enemy will never break through the Canadian lines. And I believe, from the information that came to me, that applies to the other lines along the whole front. We entered this war (he concluded) in defence of a great principle; we shall carry on until victory is achieved."—[Canadian War Records.]

Machine-Gun Armament of German Aeroplanes.



A RUMPLER CAPTURED BY THE FRENCH: ITS MACHINE-GUN AND PROPELLER CONNECTION.

The photographs reproduced on these two pages show the type of machine-gun carried by German aeroplanes, their position when mounted, and their relation to the propeller. The subject will no doubt be of special interest to those of our readers who had the privilege of forming the audience to the aerial entertainment overhead during the recent air-raids on London. They will doubtless

recollect having perceived a somewhat novel note in the orchestra, heard during pauses in the diapason of the guns. It was a kind of rapid trill in a minor key, and it proved to have been the sound of machine-gun fire interchanged between British and German machines flying at a great height above the ground. It was thus that one raider was brought down, from a height of 10,000 ft.,

(Continued opposite.)

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A Captured German Aeroplane and its Machine-Gun.



CAPTURED BY THE FRENCH ON THE OISE FRONT: A RUMPLER AEROPLANE AND ITS MACHINE-GUN.

Continued.
by Capt. Hackwill and Lieut. Banks, who are seen examining the debris of their victim in a photograph given on another page of this number. The German machine shown in the four illustrations here was of a different type—not a Gotha, but a Rumpler, and it was brought down and captured by the French on the Oise front. Particularly interesting is the lower photograph on the left-hand

page, showing the mechanism by which the fire of the machine-gun is regulated in connection with the propeller. It seems incredible to the lay mind that the quick fire of a machine-gun can be directed through the whirling revolutions of a propeller without hitting it; but such appears to be the case. The Rumpler type comprises both aeroplanes and seaplanes.—[French Official Photos.]

On the British Western front.



THE CANADIANS: A VILLAGE UNDER LONG-RANGE SHELLING; NEARING THE BATTLE-ZONE.

No place within range of the heavy guns escapes attention from the artillerymen now and again. Whether the firing is on information from airmen that troops are quartered there or passing through, or random firing to "search" the place, villages some way behind the fighting front at intervals suffer a visitation of heavy shells. A village undergoing such treatment is seen in the

upper illustration, with a column of Canadians passing through to the front while women inhabitants are clearing out to the rear. In the lower illustration a battalion is traversing a village nearer the lines. The men's gas-masks, hung round their necks in bags, are ready to put on when the bugle sounds the "Alert."—[Canadian War Records.]

WITH

In the upper illustration, with a column of Canadians passing through to the front while women inhabitants are clearing out to the rear. In the lower illustration a battalion is traversing a village nearer the lines. The men's gas-masks, hung round their necks in bags, are ready to put on when the bugle sounds the "Alert."—[Canadian War Records.]

On the British Western front.



WITH THE CANADIANS: A SAND-BAG BUILT SENTRY-BOX; A POPULAR AND APPRECIATED JOKE.

In the upper illustration is seen a sandbag-protected sheltering-shed or "shanty," built up with a thick planking front wall, and sand-bag roofing and sides to serve for a sentry-box at the end of the brick wall of a house in a village behind the lines, where a Canadian detachment had its quarters at the time the photograph was taken. Against stray rifle-bullets from the enemy, fired at

long range, or from shrapnel bullets, the protection would ordinarily suffice in the circumstances. Shrapnel-bullets depend for their effectiveness largely on the comparative nearness of the "target." At extreme long range, the velocity at which the bullets would spread on the shell bursting and opening becomes decreased and their penetrative power appreciably lessened.—[Canadian War Records.]

ROMANCES OF THE REGIMENTS: LXXXVII.—THE R.H.A.

A SUBALTERN'S "BILLET-MOTHER."

NOT long after the battle of Orthes, a young Lieutenant of the Royal Horse Artillery found himself the guest of a French lady, an aristocrat and former *émigrée*, in the town of Pau. The reason for his presence in a French town at a moment when we were at war with France was political rather than military. Wellington believed that the south of France was ready to turn against Napoleon and restore the Bourbons, and that the movement was most lively in the old capital of Navarre. Accordingly, he sent to Pau Major-General Fane, with the 14th Light Dragoons and two guns of the Horse Artillery, to see what could be done to support disaffection. But beyond a polite reception, the British General had no luck, and had to return empty-handed. But for the kindness of the French widow lady to his subordinate he would not have come off so well. The night was windy and bitterly cold. It was known that a French force lay a few leagues

proper precautions. Our young Artilleryman parked his guns in the public square, saw to the quartering of his men and the stabling of the horses, and went to his own billet, which was all that weary soldier could desire. His aged and gracious hostess had but one fault: she was

oblivious to the fact that her guest was very tired, and she prolonged the conversation much further into the night than the young man wished. But the lady's talk was interesting; she had been through the worst of the Terror, her husband had perished under the guillotine, and thereafter she had for a time sought refuge in England. Hence a deep affection for that country, where Madame la Marquise had been most hospitably received. She could not do enough to entertain an Eng-

lish officer. They sat late, but at last the young man was forced to plead the toils of the previous day's duty and the claims of to-morrow's in order to



FOUND WHILE EXPLORING AMONG ENEMY DÉBRIS IN A CAPTURED TRENCH: THE REMAINS OF A GERMAN OFFICER'S LOOTED BED BESIDE A BLOWN-UP DUG-OUT.
Canadian War Records.



IN THE CANADIAN LINES ACROSS THE OUTSKIRTS OF LENS: PART OF ONE OF OUR TRENCHES IN A STREET WITH A DUG-OUT UNDER A HOUSE.—[*Canadian War Records.*]

distant from Pau, but there was little immediate apprehension. Fane, however, posted vedettes and picquets on the main roads, and took all

make his escape to bed. He was not long in falling sound asleep; he had no apprehensions, no guard duty for the night had fallen to his

[Continued overleaf.]

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THE MOON AT THE FRONT: MOONLIGHT EFFECTS ON FLANDERS MUD-FIELDS EAST OF YPRES.

The moon as a natural phenomenon has received a good deal more attention from the man in the street during the war than was formerly the case. In the old days interest in it was practically confined to astronomers, poets, and lovers. Nowadays its uprisings and its down-goings attract a larger circle of observers. Even during the war the moon has undergone, so to speak, social phases.

In the Zeppelin period, for instance, it was rather popular, but to-day it is regarded with dislike. Meantime Mr. W. B. Yeats has published a book called "Per Amica Silentia Lunæ," a quotation from Virgil that refers to the Greek ships speeding over the moonlit deep to attack Troy. Mr. Yeats, however, has not written about Gothas speeding to attack London.—[Official Photo.]

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share. He could rest undisturbed until morning. But long before morning, as it seemed, the day had dawned. He awoke, confused, to find the glare of a lamp beating upon his eyes. Blinking, he recognised his hostess, who was leaning over him in great concern. She asked him if it was usual for English soldiers to sleep undressed and disarmed in presence of the enemy. The boy



WITH ONE OF THE BATTALIONS OF THE YORK AND LANCASTERS ON THE WESTERN FRONT: ADJUSTING THE MECHANISM OF A TRENCH MACHINE-GUN.—[Official Photograph.]

replied that the enemy was not very near and the watch sufficient. But the good lady demurred, saying that her guest did not know the foe he had to deal with. The subaltern, a little piqued, replied that this was not his first campaign. To appease his kind hostess, however, he promised to dress and arm at once. He listened until her footstep died away, whereupon the faithless rascal rolled over and went to sleep again, just as he was.

But Madame was taking no risks. In a few minutes she returned and scolded the Lieutenant for his carelessness. The English officer might live to regret it if he neglected her warnings. Madame grew very earnest and urgent. Her scapegrace guest began to think there might be something in it. He shook sleep from his eyes, promised to be a good boy this time, and, as soon as the lady retired, he got up, dressed, girded on his sword, and went out to call his senior N.C.O. He withdrew the guns from the square, and posted them at the fork of a cross-roads on the side of the town furthest from the enemy; he had the horses harnessed, and ordered the men to sleep beside them in the stables. This done, he returned to his quarters, hoping to finish the night in peace. But he slept ill and briefly.

Very soon he was awakened once more by a sound of distant firing. Confused noises, the clatter of horses' hoofs, the tramp of armed men, and, above all, the trumpet call to arms told him that something serious was afoot. He ran down and joined his detachment, which, thanks to the precautions already taken, had got the guns horsed and ready for action. A picquet had been surprised; the French were in the town. Our gunner and his men stood to arms, but they were not required. After a period of anxious waiting, they heard that the 14th Light Dragoons had dealt with the enemy, who had made off, leaving the town clear.

It turned out that the British—or at least one of their picquets—had been surprised, despite General Fane's adequate dispositions. The post in question was stationed on one of those causeways which rise to considerable height about the surrounding country. The night, be it remembered, was bitterly cold; a shrewd wind was blowing from the north-east full in the faces of the picquet. Accordingly, their officer, thinking all safe, withdrew his men from the exposed side of the causeway and allowed them to shelter in its lee. They were thus sixteen feet below the level of the roadway, upon which a solitary vedette remained. The enemy discovered what had occurred, and sent a



IN ONE OF THE TRENCHES HELD BY SOME OF THE YORK AND LANCASTERS: INSPECTING THE CASES IN WHICH GAS-MASK RESPIRATORS ARE CARRIED.—[Official Photograph.]

party of horse along the causeway. The vedette fired, and fled. The French Dragoons galloped right past the picquet below, and so entered the town. Their ejection was comparatively easy, thanks to the French lady's urgent warnings.



R.F.C. OF

The names of the Gothas that were given in Lieut. C. C. E. Two of our After a brief

Destroyers of a Gotha in a London Raid.



R.F.C. OFFICERS WHO BROUGHT DOWN A GOTHIA: CAPT. HACKWILL (CENTRE) AND LIEUT. BANKS.

The names of the two gallant airmen who brought down one of the Gothias that raided London on the night of Monday, January 28, were given in Parliament as Capt. G. H. Hackwill, R.F.C., and Lieut. C. C. Banks, R.F.C. The official report of their exploit ran: "Two of our scouts encountered an enemy aeroplane over Essex. After a brief fight at close range the raider took fire and fell in

flames to the ground 10,000 ft. below. All three members of its crew were burnt to death." In our photographs the officers are seen examining part of the destroyed machine. Capt. Hackwill, who is 26, hails from Langtree in North Devon, and was in the Somerset Light Infantry. Lieut. Banks is 25. He left the Royal Welsh Fusiliers for the R.F.C. last May.—[Photo. by L.N.A.]

THE YORK AND
RESPIRATORS

The vedette
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The Gotha Raid on London on January 28.



WHERE THE BROUGHT-DOWN RAIDER FELL: THE WRECKAGE; CANVAS "PAINTED LIKE CLOUDS."

What is 10,000 feet altitude, the height in the air at which the fight with the destroyed German Gotha ended, and from which height it fell to the earth in flames, may be gauged roughly by comparing such an altitude with the known height of some tall building with which everyone is familiar. If, for present purposes of comparison, for instance, we take the height of St. Paul's Cathedral, from the

pavement to the cross on the dome, as unit of measurement, 10,000 feet is a height equal to about thirty times that of the Cathedral; or not far short of two miles up. The canvas of the Gotha's planes, seen, in their torn and scorched condition lying on the ground in the lower illustration, are described as being "painted to look like clouds."—[Photos. by C.N., and Farrington Photo. Co.]

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The Gotha Air-Raid on London on January 28.



WHERE THE BROUGHT-DOWN GERMAN RAIDER FELL IN FLAMES: OFFICERS EXAMINING DEBRIS.

A correspondent of the "Daily Express" sent this account of the bringing down of the Gotha which crashed in flames from a height of 10,000 feet: "One Gotha, apparently lame, banged and bumped her way homewards, in safety apparently, until the moon showed her up against the background of the sky. 'Archies' roared out at her, the face of the moon was covered with little smoke-clouds,

and the Gotha turned from the barrage, wheeled in the sky, and droned on—only to meet more guns. Then the guns ceased again and gave place to the machine-gun crackle, and suddenly the raider turned over and came down in flames." A local farmer is said to have been first to reach the scene of the fall immediately afterwards, and saw the three bodies of the crew.—[Photo. by C.N.]



The Gotha Air-Raid on London on the



THE DÉBRIS OF THE ONE BROUGHT DOWN IN FLAMES DURING AN ENGAGEMENT W

In his official communiqué issued on the Gotha air-raid on London during the night of January 28, Viscount French, as the officer Commanding-in-Chief the Home Forces, makes this reference to the bringing-down of one of the raiding aeroplanes: "A number of machines of the Royal Flying Corps went up. Two of our scouts encountered an enemy aeroplane over Essex. After a brief fight at crew were burnt came down abla

d on London on the Night of January 28.



FLAMES DURING AN ENGAGEMENT WITH TWO BRITISH PLANES: EXAMINING THE WRECKAGE.

discount French, as the raiding aeroplanes: "A plane over Essex. After a brief fight at close range, the raider took fire and fell in flames to the ground 10,000 feet below. All three members of its crew were burnt to death." The wreckage of the destroyed Gotha, as it appeared next day, is seen here at the place where it came down ablaze. A number of officers and men from a garrison are inspecting the burnt-out and charred debris.—[Photo. by G.N.]

With the Navy Watching in the Arctic Circle.



OFF LAPLAND: OFFICERS AT A FUR STORE; IN A FISHING VILLAGE—RUSSIAN SOLDIERS.

Much as the streets of cities, and where main arteries of traffic pass or cross, are policed by "fixed points," constables stationed on special duty, so it is, generally, with certain naval squadrons of the British Fleet in various parts of the world. At one of these, in Northern European waters within the Arctic Circle, the photographs on this page and elsewhere in the number were

taken. Ever since the war began, naval squadrons have kept watch off Lapland, the northernmost belt of territory across northern Norway, Sweden, and part of Russia, lying within the Arctic Circle. Along the sparsely populated coast are numerous fishing villages, or "settlements," some garrisoned by Russian outposts, which are visited by parties from passing cruisers.—[Photos. C.N.]

Beside
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With the Navy Watching in the Arctic Circle.



SALVING A SHIP FIRED BY INCENDIARISM AND SCUTTLED: SUCCESS; OPENING THE SAFE.

Besides the war work which falls to naval men serving off the coast of Northern Europe within the Arctic Circle, extra work, arising from war mishaps, has from time to time to be undertaken. One of these was the "job" illustrated on this page: the salvaging of a vessel set on fire, it is suspected, by incendiarism. Twenty-five Russians, cut off below by the flames, perished in the fire.

The vessel, formerly a West African liner, was scuttled in shallow water to extinguish the fire. The upper illustration shows the inscription, exemplifying the feelings of the crew (under an R.N.R. officer), which was painted on the bridge screen after the salvaging. The lower illustration shows men between-decks, amid frozen ice lumps, forcing open the ship's safe.—[Photos. by C.N.]



With the Navy Watching in the Arctic Circle Alongside a



TO GIVE EXERCISE TO OFFICERS AND MEN WHEN OFF DUTY: A SKATING

To vary the monotony of life on board ship at places in the Arctic Circle at which vessels of the Navy are stationed, where the harbour is frozen up, various devices for amusement and exercise and occupying time off duty are resorted to. One is shown in the above illustration—a skating-rink on the ice, formed near a ship. It was made by chipping off the rough

RINK ARTIFICIALLY

surface-ice, which was smoothed and as it cooled, a smooth surface was formed. One is shown in the above illustration—a skating-rink on the ice, formed near a ship. It was made by chipping off the rough

Alongside an Ice-Bound British Cruiser.



RINK ARTIFICIALLY FORMED NEAR A FROZEN-IN SHIP IN HARBOUR.

surface-ice, which was heaped up at the sides and made a bank round. A hot-water hose from the ship flooded the "floor," and as it cooled, a smooth, flat ice-surface was formed. Archangel is seen in the background, with, on the extreme right, the spire of the Lutheran Church built at the Kaiser's expense.—(Photo. by C.N.)

TY : A SKATING
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THE NEW WARRIORS: XVIII.—THE COURRIER DES BLESSÉS.

BILLIE insists that he is now only a sort of doctor. Of course, he was born with a silver stethoscope in his mouth, and he has more degrees than he can stamp on the side of his valise, but that's about the end of his military therapeutics for the present. He declares he is not so much a medico as a mechanic. He has been to the front; but, as he says, having gone up in 1914, he has since spent all his time on the means of getting away from it.

Please don't write to the *Daily Guillotine* about this. Billie is not thimble-rigging for a cushy job somewhere unshelled. He is not thinking of himself when he is cranking up his mind on

canal-barge transport—has been incorporated to fit certain needs.

Billie was among the first to insist that petrol came into the world to speed the wounded on the way to V.A.D.s. It looks obvious now; but in the early days there were some who thought it Utopian—merely. Billie developed petrol in all its convolutions. He incited various stubborn as well as generous creatures to break out in a rash of motors; and the effect was excellently chronic. Motor-transport in a growing degree of excellence expanded behind the battle lines, even went up into the battle lines, putting fingers to nose at *pavé* roads and the minor kind of shell-hole.



AT A TRENCH-POST ON THE WESTERN FRONT: YORK AND LANCASTERS DURING A QUIET INTERVAL.

Official Photograph.

means of getting away from the gas-mask area. He is being kind to others. Billie, one time lord of the anti-tetanus syringe and aseptic whatever-they-are's, has changed his spots and has developed into a bright little petrol-scented angel of Red Cross Transport.

Of course, Billie hasn't done it all by himself; he has only helped a mortal lot. When Billie first set out to ginger up the "returned Blighty's," horse-transport was the slow and jolty device used for evacuating the wounded. Billie cursed the system, and, with some others, went in with both hands to smite some swift, modern methods into the processes. He, and others, were quite successful. Every swift modern method is now doing its swiftest, and any old slow modern method—like

But don't imagine petrol stops at cars. Billie organised some quite attractive cycle side-car stretchers, which ran the wounded down to the Clearing Stations at record speed. He also found that motor-cars that could no longer run on roads could, with a little cajolery, run on places where there weren't any. That is, he started the idiotic and supremely useful train-tramway service with motors he had stripped from broken-down automobiles for engines; behind these the woundeds chug down to the Advance Dressing Station with a reasonable swiftness and rather more comfort than usual.

He and his kind did not stop at the transport of the wounded from the line either; he took the means of healing up to the line. Motor-cars

[Continued overleaf.]



COALING

In the ice-bound Far North are ships usually in emergency, the of ice-breakers from shore ha

With the Navy Watching in the Arctic Circle.



COALING SHIP ACROSS THE ICE: SLEIGHS RETURNING AFTER FILLING A VESSEL'S BUNKERS.

In the ice-bound harbours where certain war-ships on duty in the Far North are frozen up during the rigorous Arctic winter, the ships usually moor off shore, in the harbour approach. There, on emergency, they can clear out to sea at short notice, with the aid of ice-breakers to cut a channel. Where they lie, all supplies from shore have to be brought alongside over the ice on sleighs,

provisions and food stores for the ships' companies, also, for the ship herself, supplies of sacks of bunker coal. In the illustration, coal-sleighs are seen returning empty from coaling a ship, across the two and a-half miles of ice lying between the cruiser in question and the city coal-wharves. One drawback of the method is its slowness as compared with coaling alongside a collier or wharf—[Photo. C.N.]

turned themselves into operation theatres and dental theatres, containing in the smallest space a brilliantly compact assortment of every kind of operating weapon necessary, from X-ray to catgut; with a very little manipulation, he could turn his car-caravan into a field hospital on the spot, and it would be self-supporting from the first minute.

Billie and his kind have set their mark on the trains. Before the war there were special hospital-trains; I had met them myself on the L.S.W. Railway at Southampton, where local V.A.D.s did minor miracles in preparing for the war that nobody there seemed to dream would ever happen. There may have been hospital-trains in France—probably there were; but there were not enough. The first wounded came down in box-cars, and their beds were straw on the truck floors; and every jolt of the rigorous springs jarred them. Billie and his guild altered that. Hospital-trains *de luxe* were created, and became commonplace in France; and these trains have steadily gone on from perfection to perfection: in them are wards with slung cots, fresh air, and electric fans for more air if necessary; they are electric-lighted throughout; their springs are soothing, not jarring; they have operating theatres, dispensaries, and special cars for doctors and nurses, and special kitchens, and every conceivable requisite.



DINNER-TIME IN A WESTERN-FRONT TRENCH: YORK AND LANCASTERS GETTING THEIR SOUP.—[Official Photograph.]

The French use the barges more than the British; but these must be noted down as among the wonders that Billie and his kind have created out of the war. If you have met one of the bigish Thames barges—not the narrow, pinchbeck sort

that wander along the more tight-waisted canals—you will know the sort of barge that the Red Cross uses. In the hatch-battens (I hope it is hatch-battens) on the deck are skylights; and below, in the hold of the barge, are the two rows of the thirty beds about the central aisle. Elec-



A GOTHIA "STRAFER" WHO RECENTLY BROUGHT DOWN ONE OF THE GERMAN BOMBING GOTHAS WITH ITS CREW OF THREE: ONE OF OUR UNNAMED AIR-WARFARE HEROES.—[Official Photographs.]

tricity is again a feature of the barges; they have an operating theatre, accommodation for doctors and nurses, and in the bows of each a first-class kitchen. For wounded men who can with difficulty stand the strain of even a train journey, the passage in these barges along the canals and rivers of France is almost idyllic.

Billie is probably proud of all these things he has helped to do—or rather, he would be proud if he had time to think about it; but he hasn't. The easy movement of the wounded from firing line to Dressing Station, from thence by trench motor-train, motor-transport, hospital-train, hospital-ship, hospital-trains, and motor-transport again that brings them to the home hospital, needs perpetual attention, perpetual oiling up, perpetual innovation. Billie says that new ideas and new methods are being discovered and put into play every minute. They were always going one better—improving.

"How can you?" I asked.

"Unless you use aeroplanes—"

"Well," reflected Billie, "why

not? These big Handley-Page 'planes—how many do they carry? Twenty? Well, with a little more accommodation—"

I can see Billie using Red Cross aeroplanes yet.

W. DOUGLAS NEWTON.

SPORT

Watch off the maintained ev with occasion anchorages, o shores of Nor and officers

Feb. 6, 1918

With the Navy Watching in the Arctic Circle.



SPORT WITH ROD AND LINE: AN OFFICER EQUIPPED AGAINST THE UNIVERSAL FLY PLAGUE.

Watch off the north of Europe within the Arctic Circle has been maintained ever since the war began. It is kept up at all seasons, with occasional short spells off duty, passed, as convenient, at coast anchorages, or in port, or off one of the inlets fringing the northern shores of Norway. Excellent fishing is to be had with rod and line, and officers take advantage in season of their opportunities. As

the illustration shows, there are drawbacks to personal comfort and inconveniences from the teeming insects, midges, stinging flies, etc., which swarm as a veritable plague, requiring the fishermen to equip themselves with face-nets, gloves, and to smoke hard. The fishing at most places is satisfactory; the inland waters and upper reaches of the inlets teem with big fish.—[Photo. by C.N.]

Indian Troops in Mesopotamia.



THE MESOPOTAMIA CAMPAIGN: CROSSING A BRIDGE; INDIAN SAPPERS LAYING TELEPHONE CABLES.

At the moment of writing the latest news from Mesopotamia comes from an enemy source—a Turkish communiqué of January 27—which reported more lively aerial activity on both sides, but no other event of importance. A week or two ago the War Office announced that the heavy rain in Mesopotamia had ceased and the floods had subsided. That Indian troops have played a brilliant

part in Mesopotamia was made evident in the late Sir Stanley Maude's posthumous despatch. Among the regiments mentioned were the 51st Sikhs, 90th Punjabis, 5th and 8th Gurkhas, 39th Garhwhalis, and Indian cavalry and Lancers. General Maude thanked the Ruling Chiefs for maintaining the Imperial Service troops at such a high standard.—[Official Photograph.]

GENERAL MAUDE

The upper photograph shows General Maude at Ramadie, where, it is reported, he was killed by the late Sir Stanley Maude's forces. The photograph, taken, including the quantity of war material.

Well-Treated Turkish Prisoners in Mesopotamia.



GENERAL MAUDE'S LAST VICTORY: PRISONERS AT RAMADIE; RECEIVING BOOTS AND OUTFIT.

The upper photograph shows some of the Turkish prisoners taken at Ramadie, where, it may be recalled, the enemy were hemmed in by the late Sir Stanley Maude's fine strategy, and surrendered with their whole force. Between three and four thousand prisoners were taken, including the Turkish commander, Ahmed Bey, and a large quantity of war material. The battle was described in General

Maude's recently published posthumous despatch. In it he mentions that during the spring campaign of last year, before the summer heat compelled a cessation of major operations, about 3000 Turks had been taken prisoners in one month. In the lower photograph, Turkish prisoners are receiving new boots. Following a bath, each prisoner is supplied with a complete outfit.—[Official Photos.]

CABLES.

the Sir Stanley
mentioned
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General Maude
Imperial Service

